

**DEPARTMENT OF TRANSPORTATION****DIVISION OF ENGINEERING SERVICES**

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch  
690 Walnut Ave.St. 150  
Vallejo, CA 94592-1133  
(707) 649-5453  
(707) 649-5493

Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.15**SOURCE INSPECTION REPORT****Resident Engineer:**Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** SIR-002419**Date Inspected:** 18-Feb-2010**Project Name:** SAS Superstructure**OSM Arrival Time:** 700**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1900**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Location:** Changxing Dao, Shanghai**Quality Control Contact:** Don Walton**Quality Control Present:** Yes No**Material transfer:** Yes No N/A**Sampled Items:** Yes No N/A**Stock Transfer:** Yes No N/A**OK to Cut:** Yes No N/A**Rebar Test Witness:** Yes No N/A**Delayed/Cancelled:** Yes No N/A**Other:** Coating Inspection**Bridge No:** 34-0006**Component:** Lift 5 East, OBG 7DW, Office**Bid Item:** 77, 78, 79**Lot No:** B265**Summary of Items Observed:**

On this date Caltrans Office of Structural Materials (OSM) Quality Assurance (QA) NACE III coating inspector, Mr. James Lumley arrived on site at the Zhenhua Port Machinery Company (ZPMC) facility at Changxing Island in Shanghai, China. The purpose of the coating inspections are to monitor the surface preparation and coating applications for the SAS Bay Bridge project. This QA NACE III coating inspector observed the following:

Office

Sort and organize project files and documentation.

Lift 5 East

ZPMC requested a "Final" inspection on the internal undercoated surfaces of the Upper "U" rib Stiffeners and FL-2-1 Beams and Upper Chevron connection assemblies. Areas exhibited excessive dry-spray which had not been removed and other areas of soft and powdery undercoat which was easily scraped off thus exposing base metal from Panel Point 29-30 & Panel Point 35-36 and End weld seam. International Protective Coatings Technical service representative recommended removal by abrasive blasting to base metal and an SSPC SP-10 condition and re-application of Interzinc 22 to the affected area of the U Rib Stiffener terminations at the end weld seam.

OBG 7DW

External repairs were conducted on the FL-3 Beam on previously under-coated areas as a result of over-blast damages incurred while located within blasting workshop while ZPMC personnel were abrasive blasting OBG 8CE. Repairs consisted of complete removal of previously applied undercoat by abrasive blasting to base metal and an SSPC SP-10 condition and re-application of Interzinc 22 undercoat, also the contact areas of the Bottom Plate support areas were abrasive blasted to base metal and an SSPC SP-10 condition and Interzinc 22 undercoat applied concurrent with repair work. Profile amplitude was 68-86 µm.

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## SOURCE INSPECTION REPORT

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Note: All inspections were performed jointly with ABF & ZPMC QA/QC representatives and Caltrans QA Lumley when achievable. International Protective Coatings technical service representative were available for inspections and consultation.

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### Summary of Conversations:

International Protective Coatings technical service representative Mr. Zili Peng recommended complete removal of soft and powdery undercoat via abrasive blasting and re-application of undercoat (Interzinc 22) to affect repairs on the U-Rib stiffener areas at the end weld seam of Lift 5 East at Panel Point 36-37.

### Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Eric Tsang (858) 699-9549, who represents the Office of Structural Materials for your project.

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<b>Inspected By:</b>	Lumley,James	Quality Assurance Inspector
<b>Reviewed By:</b>	Peterson,Art	QA Reviewer

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